

ARMY AND NAVY CHRONICLE.

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[WHOLE No. 183.]

FOREIGN MISCELLANY.

HANCOCK BARRACKS, HOULTON, ME.—A writer in the United Service Journal for Feb. 1838, who assumes the name of Peter Pivot, gives in his 8th letter from New Brunswick, an account of his late visit to our military post at Houlton. There is no date to the letter, but as he speaks in another part of it of "a cold October morning," it is probable that his visit was made last fall.

"On the following morning we rode to the American stockade at Bolton, [Houlton] a military post established by the General Government, for reasons connected with the boundary question—whether as a demonstration in support of their claims, or, as has been affirmed, to prevent collision with the state authorities, and people of Maine, I stop not to inquire—whose menacing aspect within twelve miles of St. John might have awakened the vigilance of a Government more jealous of encroachment, and more firmly resolved to maintain, at all hazards, rights, which are not only founded in justice, and strengthened by possession, but which involve considerations deeply affecting the strength and co-operative resources of our North American dominions. I would not be understood as attaching any undue importance to the eight million acres of land, valuable and well-timbered as it may be, included within the disputed territory; but let any man cast his eye upon the map, and he will see that it forms a wedge, driven into the very heart of our possessions, which, if ever occupied by the Americans, must place our internal communications at their mercy. I will only add, that one of the best roads in America, specially named 'The Military Road,' reaches to the very gates of this frontier post—and leave you to form your own opinion of the relative energy and foresight of the respective Governments.

"The execrable path we followed was rendered almost impassable by windfalls, or trees blown across it by the late gales.

"Near the frontier, we emerged from the forest into an extensive clearing on the face of a commanding ridge, within long range of the stockade, and leaving our horses at Squire Bolton's tavern, we walked to the fort, and were received with great politeness and civility by the commanding officer of the garrison, which was then composed of a wing of the 2d Regiment of the Line. The stockade is formed of solid cedar timbers, driven closely and firmly into the ground, pointed at the top like palisades, and nine or ten feet high; in shape it is a parallelogram, without bastion, or cross fire of any kind; and as a post of defence it is, in every point of view, contemptible: its chief utility must, therefore, be as a preventive to desertion. Within the enclosure there are a few brass guns, with comfortable barracks for 400 or 500 men, which are kept neat clean—each mess having a kitchen, used also as a parlor, in addition to its sleeping apartment; but the arrangements of the latter are objectionable, the berths being fixtures, placed one above another, and, as formerly in our own service, two men are allotted to each.

"There is nothing very imposing in the appearance of American troops. Their dress consists of a short blue jacket, the skirts cut square, with white or other facing, wings, grey trousers, and a leather chako, with an eagle, the number of the corps, and the letters 'U. S.' upon it. Their field-exercise is a mélange of the French and English systems; their movements are loose and slovenly, but, like the

French, they are taught to make their formations with celerity and precision; and pains are taken to render the men individually intelligent, and to make them good marksmen. The interior discipline, I should say, was faulty: a variety of vexatious punishments are resorted to, and their officers, generally, complain of the abrogation of the lash, which can be ill spared, with such materials as their army is composed of. The Government, however, has not been unmindful of that best species of discipline, which aims at the prevention rather than the punishment of crime, by furnishing occupation and amusement to the soldiers, and encouraging them to maintain a good character in the service. At this post there is a garrison garden, where the well behaved amuse themselves, and delinquents labor as a punishment; while high pay, and the certainty of discharge within a definite period, with other regulations on this head, are all calculated to operate as incentives to good conduct. But with all this, it must be owned, that the men, generally, are of a bad description: many of them are deserters from the British service; there are also Irish and other foreign emigrants, of the worst class; and the native Americans who are found in the ranks of their army, are, with few exceptions, dissolute and idle fellows, who have lost caste among their own relatives and acquaintances. All are prone to desert; and it is calculated that, notwithstanding the precautions which are taken, upwards of a third of this small army of 6,000 or 7,000 men is renewed annually.

"These desertions sometimes take place in parties; and an amusing instance of this kind was said to have occurred a short time previous to our visit here. A punishment drill-squad, in heavy marching order, were sent out, under a non-commissioned officer, along the Woodstock road, and when within a short distance of the frontier, the word 'right about turn' was given; but the men, mistaking the command, broke into a trot, and never halted until they had crossed the line, when, turning round and wishing their conductor a good morning, they quietly pursued their walk to the nearest British settlement."

THE PERSIAN PRINCES IN LONDON, 1835, 1836.—From the top of Mrs. Wyndham Lewis's house, in Park Lane, the Princes witnessed a review, on the anniversary of the great day of Waterloo:—

"There were, as I understood, nearly five thousand men of the guards and household troops on the field; the rapid precision with which every movement and manœuvre was performed was admirably calculated to strike and astonish the Persians. 'What *sungers*!' (fortified stockades or bulwarks) said they when the infantry formed their impregnable squares, and stood prepared to receive cavalry. 'One would say that each *sunger* was a solid mass; not a foot nor an arm is out of place. See; it is a white line and a red line with the steel glittering above. Ah, look! they kneel, they fire,—*barikallah! barikallah!*' 'admirable!'

"As for Timour, he was quite unable to contain himself. He stood with flushed cheek, flashing eye, and outstretched neck like a bird on the wing, following every movement as if he would have precipitated himself down among the performers. 'Ah, well done! well done!' exclaimed he, as the horse guards made a splendid charge; 'these fellows will do the business. But what do they stop for?' continued he, looking blank as the whole drew up at the proper place, quite forgetting that it was not a charge in earnest. 'Ah! look at those horses,' said he again, as two or three horses with empty saddles ran across the plain in a very

business-like style; 'their riders have got shot now! (*gola khourdud.*)' But when the light cavalry took to skirmishing with the retreating artillery, and harassing them, *selon les regles*, without closing, he lost all patience; '*Ai numerdha!* Ah, cowards!' exclaimed he; 'why don't you charge at once, like men? Charge ye,—and the guns are taken!'

"In a little while the whole body of flying artillery swept by at speed, a splendid sight. 'What do you think of that?' said some of the bystanders. 'Ah, *piderish be suzneed!*' returned he, with a shake of the head; 'may their fathers be roasted! we know too much of these concerns, to our cost. These were the things that Lindsay (Sir Henry Bethune Lindsay) had, when he met us near Komai-shah; and when we were galloping up with our horsemen, and thought we were carry every thing before us, he stopped short all at once, and blew us to the devil!'

"The elder Prince was more collected, and confined himself, for the most part, to the moderate exclamations of praise; or, if questioned as to his opinion of the beauty of such or such an evolution, he would say: 'it was perfection; could not be better.' But when at length, after some heavy firing both of artillery and infantry, with a beautifully sustained display of file-firing from the latter, the smoke blew away, disclosing one long and perfect line of troops, as steady as a rock, flanked by the terrible batteries that had just been thundering, he was quite surprized out of all his moderation, and after a few most expressive ejaculations, he turned to me and said: 'Wallah, Sahib Fraser, the horsemen of Iran are the best in the world, as you well know; but if there were a hundred thousand of them here on the spot, they could not touch that line;—that line! what could touch it?'

"The review was at an end; yet still he stood gazing, till at length the movement of those around him woke him from a sort of trance, which no doubt had as much to do with the past as the present. He heaved a deep sigh, and said, as we passed on to descend: 'What are a hundred balls or operas to this.'"
—*Fraser's Narrative.*

BLOWING UP OF THE BRIG WILLIAM, OFF GRAVESEND.—This arduous experiment was accomplished on Monday afternoon, with splendid success, and was witnessed by many thousand spectators. At an early hour on Monday morning Col. Pasley, and a party of his men of the Royal Sappers and Miners, again, for the third time, commenced their operations for the explosion. The wind and weather were very favorable. At three o'clock every thing was in perfect readiness; and two large leaden cylinders, containing a ton weight of gunpowder each, were placed underneath the bulwarks of the brig, and the flexible leaden pipe containing the fine powder hose, was also fixed, and the upper end secured to a red buoy, shaped like a punt. Precisely at 28 minutes to four o'clock the signal was given to fire the train leading to the gunpowder cylinders, and from Tilbury Fort, by hoisting of red flags. All craft that was near the wreck proceeded to a great distance, and to a place of safety, with the exception of a cutter containing a party of miners, with their oars in their hands. One stood at the stern of the boat with a lighted taper, and when the gun was fired, he set fire to the fuse, which burnt for five minutes brilliantly, at the expiration of which period the explosion took place. In the interim the miners had rowed away, and attained a considerable distance from the wreck, and out of danger. The effect of the explosion is said to be of an extraordinary description, and such was its nature that its shock was distinctly felt all over the town of Gravesend, and likewise at the adjacent places, Milton, Grays, and Northfleet. The appearance from the

shore, where no less than 7000 persons had assembled, was exceedingly grand and difficult to describe. Instantly the powder in the cylinders had ignited a head of water, in the shape of a dome, and above 800 feet in circumference, was forced to the height of 70 feet. From that was discharged a dense black vapour, and remains of the wreck, masts, timbers, plank, &c. were completely blown out of the water to some distance. Great cheering took place by the assembly on the shore after the explosion, and innumerable boats put out to the spot, containing well dressed ladies, to view the remains of the wreck, which were picked up by the fishermen and watermen of Gravesend. The occurrence took place just at the time the Topaz steamer, belonging to the Diamond Company, left the Town Pier. Not the least accident occurred.

NEW HEATING APPARATUS.—We have been unwilling to recommend this new and singularly convenient apparatus to our readers until an opportunity had been afforded us of fully testing its qualities ourselves. Having done so, we can have no hesitation in pronouncing it one of the most valuable inventions which modern times have produced. To our naval friends it presents advantages of paramount importance. It may be used in the smallest cabin of a ship with the most perfect security. It occupies very little space, emits neither smell nor smoke, and consequently requires no chimney; it is so perfectly portable, indeed, that it may be placed on a table or sideboard, or slung from the ceiling like a lamp; it throws out no dust whatsoever; when once charged with fuel, it requires no attention, as it feeds itself; and will burn for forty-eight hours together. What is most important on shipboard is, that nothing which may come in contact with it can by any possibility ignite. The fuel with which it is supplied is charcoal, which has, by a chemical process been purified of its carbon, so that no deleterious effects can result from its use. Its heat may be either increased or diminished at will by merely touching the regulator. The fuel occupies but little space, and its cost does not exceed sixpence for twenty-four hours. These stoves are constructed of sizes to heat all descriptions of rooms, from the largest saloon to the interior of a carriage.—*United Service Gazette.*

From the Devonport Independent of April 28.

DREADFUL MORTALITY AT SIERRA LEONE.—H. M. brigantine Buzzard, Lieut. B. Fox, acting commander, arrived here on Monday evening from the coast of Africa, last from Sierra Leone. The intelligence communicated by her is of a very melancholy description. Amongst the most recent deaths are the following officers: Lieutenant Commandants Rosenberg and Deschamps, of the Forester and Bonetta brigantines; Mr. Jolley, assistant surgeon; Mr. Paul, clerk in charge; and Mr. Roberts, clerk assistant. In addition to these, are 16 men of the Bonetta, and 17 of the crew of the Forester, exclusive of Lieut. Rosenberg. The *Ætna* has lost 1 assistant surgeon, 1 midshipman, 13 seamen, 5 marines, and 5 boys. The *Raven* her second master, assistant surgeon, 1 mate, and 7 seamen. The *Curlew* had neither clerk in charge, nor assistant surgeon. She had lost one second master, (Mr. Howell,) 1 assistant surgeon, (Mr. Martin,) 1 clerk in charge, (Mr. Morley,) and about 27 of her crew, if not more, and was out at sea in a sickly state when last heard of. The *Pelican* had as yet only lost two of her people; the *Saracen* one. The *Dolphin* had recovered from her sickness, and was cruising in the bights. H. M. ship Scout had been despatched by Commander B. Popham, of the *Pelican*, the senior officer in the Bights, in search of the *Raven*, which vessel had put to sea from the Cape Coast Castle, in a very sickly state. The *Buzzard* had suffered greatly from sickness, the fever having gone through the whole of her crew, with

three or four exceptions only. She has lost one commander, one acting master, one assistant surgeon, and several men and boys; and returns to England without a mate, midshipman, or master's assistant on board, and with several men short of her complement. Her present commander, Mr. Benjamin Fox, has been her only mate these last two years and upwards. The Buzzard has been constantly at sea during the whole period of her commission, (3 years and 10 months,) and brings home one officer, (Mr. May the gunner,) and 17 people of her original crew of 58. She had no less than eight commanders during the above period. The squadron under Rear-Admiral Sir P. Campbell, K. C. B., were stationed as follows, when the Buzzard left Ascension, and according to the last accounts: The Thalia, 46, flag ship, at the Capé, waiting to be relieved; Pelican, (senior officer,) in the Bights; Scout, in search of Raven; Ætna left Ascension same day as Buzzard, (19th of February,) for the same purpose as Scout; Bonetta and Forester at Ascension in quarantine; Curlew not known—at sea sickly; Saracen, all well, going into Sierra Leone, on the 7th of March, for prize crews, and provisions for squadron in the Bights; Fair Rosamond, Dolphin, and Water Witch, cruising in the Bights; Pylades and Leveret to the eastward of the Cape.

From the Norfolk Beacon.

THE FRENCH NAVY.—We are indebted to a correspondent for the following statement of the French Marine, compiled from the official account for the year 1838, as published by direction of the chief of the department.

Minister of the Marine and the Colonies—Ducampe de Rosamel, Vice Admiral, Council of Admiralty—The Minister President. Vice Adm. Bergeret, Baron Zupinier, Pouyer, Baron Dupin. Rear Ads. Dupotet, Lecoupe, and Baron Hugon.

By the ordinances of 1st March, 1831, and 29th December, 1836, the number of each grade is determined as follows: 3 Admirals, 10 Vice Admirals, and 20 Rear Admirals. Captains of ships of the line—1st class, 30; 2d do. 50. Captains of corvettes—1st class, 50; 2d do. 100. Lieutenants—1st class, 90; 2d do. 360. Ensigns—550. Midshipmen—1st class, 200; 2d do., as directed by the King.

The list actually shows—2 Admirals, 9 Vice Admirals, and 17 Rear Admirals. Captains of 74—1st class, 29; 2d do. 49. Captains of frigates, 24. Captains of corvettes—1st class, 26; 2d do. 97. Lieutenants—1st class, 90; 2d class, 353. Ensigns, 550. Midshipmen—1st class, 151; 2d do. 107.

Ships of the Line in Commission.

Montebelo,	120 guns,	Levant,
Hercules,	100 "	Special duty,
Suffren,	90 "	Cadiz,
Diademe,	86 "	Toulon,
Algeiras,	86 "	Mediterranean,
Jupiter,	86 "	Levant,
Jena,	90 "	Mediterranean,
Trident,	80 "	Levant,
Triton,	80 "	Levant,
Santi-Petri,	86 "	Levant.

Frigates in Commission.

Minerva,	58 guns,	Brazil,
Iphigenie,	60 "	Special duty,
Terpsichore,	60 "	Antilles,
Hermione,	60 "	Gulf of Mexico,
Didon,	60 "	Special duty,
Venus,	52 "	Protection of Whale fishery,
Arthemise,	52 "	Indian Ocean,
Andromede,	52 "	South Seas,
Nereide,	52 "	Special duty,
Medee,	46 "	Lisbon,
Hermione,	46 "	Spanish Coast,
Astree,	46 "	Antilles.

Corvettes in Commission.

Ariane,	32 guns,	South Sea,
Heroine,	32 "	Protection of whale fishery,
Thisbe,	32 "	Special duty,
Sappho,	32 "	Brazil,
Sabine,	32 "	Instruction of Artillery-
Alcmene,	32 "	do. [men,
Triomphante,	24 "	Senegal,
Naide,	24 "	Antilles,
Favorite,	24 "	Special duty,
Astrolabe,		Voyage of Discovery,
Zelee,		do. do.
Camille,	18 "	Brazil,
Bergere,	18 "	Antilles.

Also in Commission.

Three despatch corvettes of 18 guns; 14 brigs of 20 guns; 3 of 18, and 1 of 16 guns; 16 despatch brigs of 10 guns; 3 small gun brigs; 24 schooners, cutters and other craft; 10 transports of 800 tons; 12 store vessels; 14 steamers of 160 horse power, and 4 smaller. They generally carry 5 guns.

The Genereux, 80 guns, is kept ready for sea at Cherbourg.

On Port Duty.

The Amazon, 52; Thetis, 46; Armide, 46; Junon, 46; Voltigeur, 20.

The Naval School is established on board the Orion, ship of the line, at Brest.

The Corps of Artillery consists of 1 Marshal, 3 Colonels, 3 Lieut. Cols, 13 Majors, 42 1st Captains, 23 2d do., 21 1st Lieutenants, 20 2d do., and 7 sub Lieutenants.

Officers of Infantry on Sea Duty.

1-Lieutenant Colonel, 12 Captains, 4 Lieutenants, and 3 sub-Lieutenants.

Naval Gendarmerie.

4 Captains, 8 Lieutenants, 2 sub-Lieutenants.

Board of Naval Constructors.

Boucher, Inspector General; 5 Directors; 9 Constructors 1st class; 15 do. 2d class; 12 sub Constructors 1st class; 11 2d class; 11 3d class; M. Reech, Director of the School of Construction.

Corps of Naval Engineers.

In chief, 2; 1st class, 4; 2d class, 4; 3d class, 6.

Medical Staff.

Keraudren, Inspector General; 4 principal Physicians in chief; 3 principal Surgeons in chief; 3 principal Apothecaries in chief; 8 2d Physicians in chief; 6 2d Surgeons in chief; 2 2d Apothecaries in chief; 3 Professors of Medicine; 1 of Surgery, and 3 of Pharmacy; 75 Surgeons 1st class; 2d do. 146; 3d do. 130; 11 Apothecaries, 1st class; 2d do. 18; 3d do. 23.

Hydrographic Schools.

2 Examiners; 7 Professors, 1st class; 5 do. 2d class; 5 do. 3d class; 27 do. 4th class.

Vessels of the Navy.

Ships of the line—In commission, 1 of 120, 1 of 100, 4 of 86, 2 of 80, 2 of 90.

In ordinary—2 of 120, 2 of 110, 1 of 86, 6 of 80.

Kept ready for sea—1 of 80.

Being built—4 of 120, 12 of 100, 11 of 90.

Frigates in commission—1 of 58, 4 of 60, 4 of 52, 3 of 46.

In ordinary—2 of 58, 6 of 60, 2 of 52, 1 of 50, 7 of 46.

Being fitted out—1 of 50, 1 of 52, 3 of 46.

Being built—9 of 60, 10 of 50, 5 of 40.

Being rebuilt—1 of 52.

Corvettes in commission—6 of 32, 3 of 28, 2 of 20.

In ordinary—4 of 32, 8 of 28, 1 of 20.

Being built—1 of 20.

Corvettes of despatch—3 in commission, and 3 in ordinary.

Brigs in commission—15 of 20, 2 of 18.

In ordinary—6 of 20, 1 of 18, 2 of 16.

Being prepared—1 of 18, and 1 of 16.

Being repaired—1 of 16.

Brigs of despatch—17 in commission, 1 in ordinary, and 1 being repaired; 17 schooners, cutters, luggers, &c., generally in commission, and flotilla of 40 smaller craft, of which 8 are in ordinary.

10 Transports in commission, and 5 in ordinary; 18 store vessels in service, and 14 in ordinary; 1 building.

Steamers in Commission.

14 of 160 horse power, and 5 guns.	
1 of 150 " and 5 guns.	
1 of 120 " and 5 guns.	
1 of 100 " and 5 guns.	
1 of 60 " and 3 guns.	
1 of 40 " and 4 guns.	

Steamers Building.

4 of 220 horse power, and 6 guns.	
3 of 160 " and 5 guns.	
1 of 100 " and 5 guns.	
1 of 60 " and 4 guns.	

2 steamers of 160 horse power in ordinary, and 1 of 160 being fitted for sea.

The Paris Journals mention, under date, Toulon 24th ult., that the entire French squadron of the Levant, commanded by Admiral Gallois, had been ordered to join the ship Jena, before Tunis. The three decker, Montibello, in Toulon, was to proceed to the same destination. Admiral Lalande had been instructed to wait on the Tunisian coast for the arrival of the Ottoman fleet, and to sink it in case the Captain Pasha attempted to land either men or ammunition for the Bey of Tunis.

The French expedition to the Arctic Pole is on the point of sailing. The corvette *La Recherche* had left Brest for Havre, where she was to take the scientific committee on board. M. Gainard, its president, was admitted to a private audience of the King. The Sovereigns of Sweden and Denmark had appointed several *savans* and distinguished officers to accompany the expedition.

The French Army in Africa has been increased to 50,000 men.

The Prince de Joinville has been promoted to the rank of Capitaine de Corvette by a royal ordonnance, dated yesterday.—*Galignani*.

We have been favored by a friend with the following authentic account of the Greek Navy, which has been prepared expressly for our columns:—

LIST OF THE GREEK ROYAL NAVY.

(Ascertained expressly from official sources for the United Service Gazette.)

1 Corvette	-	22 Guns	
1 Brig	-	12 "	
1 Ditto	-	10 "	
2 Schooners	-	10 "	each
3 Ditto	-	4 "	" "
2 Cutters	-	4 "	" "
1 Cutter	-		The King's Yacht
12 Gun-boats	-	2 "	each
2 Transport Barks		2 "	
1 Transport Brig		2 "	
1 Steam-vessel			
2 Schooners	}		Post-office service
2 Cutters			

The officers and sailors of the Greek Navy are as follows:

4 First-class Captains	-	All on full pay
20 Second-class ditto	-	7 ditto
80 Third-class ditto	-	15 ditto
102 First-Lieutenants	-	33 ditto
207 Second Lieutenants	-	96 ditto
3 Surgeons	-	All on full pay
6 First-class Pursers	-	ditto
36 Second-class ditto	-	ditto
160 Warrant Officers	-	ditto
756 Sailors	-	ditto

Athens, 27th March, 1838.

RUSSIAN NAVY.—Capt. Crawford, of the British Navy, who visited the Baltic in 1836, and who had a full opportunity of viewing and examining the Russian fleet in that sea, says that the Baltic fleet consists of three ships of 110 guns each, six of 84, and 18 of 74, making 27 ships of the line; one razee of 56 guns, a frigate of 52, and 17 of 44 guns, besides corvettes and small craft. The ships look neat, and man-of-war like, though rather heavily rigged. Some of the manœuvres were tolerably well performed, and the discipline was perfect. The seamen appeared strong, active and hardy. The ships are dull sailers, and rather short and heavy looking, but formidably armed, the larger ones carrying some very heavy guns amidships. The fleet is manned with 30,000 men, and has always four months' provision on board. There are besides several large ships on the stocks.

The Black Sea fleet consists of eighteen sail of the line, besides frigates. Capt. Slade, of the British Navy, states that in 1835, there were eleven sail of the line, in the Black Sea, with about the same number of frigates, and a due proportion of corvettes and brigs, in commission. He saw a squadron of five ships of the line, four frigates and a brig, perform several evolutions, all of which were executed in a creditable manner.—*Boston Daily Advertiser*.

The St. Petersburg Commercial Gazette mentions a new usurpation of Russia on the North-west coast of America. It would appear, from the journal, that she has established a depot of merchandize and materials for ship-building, at the port of Bodega, lat. 38 18 N. and lon. 122 58 W. from Greenwich. Ships entering the harbor are to be exempt from all dues.

HINDOO NAVIGATION.—At a late meeting of the Asiatic Society in London, according to the Athenæum, attention was called to the fact that the Hindoos were at a very early period well skilled in the art of navigation—as is shown by the extensive maritime communication they maintained with the islands of the Indian Archipelago and China. A remarkable coincidence of this proof is to be found in the circumstances of the Hindoos now navigating the eastern coast of India, making use of a simple gnomon and a knotted string, as an instrument for taking the sun's altitude, an instrument not used by any other people in the world. There is abundant proof of the naval character of the Hindoos to be found in the history of the early conquests of the Portuguese in India, in the latter end of the fifteenth and the beginning of the sixteenth centuries.

HOW TO PREVENT THE DRY ROT.—Dry rot is a misnomer. This disease in timber ought to be designated a decomposition of wood by its own internal juices, which have become vitiated for want of a free circulation of air. If you rear a piece of timber newly cut down in an upright position in the open air, it will last for ages. Put another piece of the same tree into a ship or into a house, where there is no access to the fresh air, and ere long it will be decomposed. But should you have painted the piece of wood which you have placed in an upright position, it will not last long; because the paint having stopped up its pores, the incarcerated juices have become vitiated, and have caused the wood to rot. Nine times in ten wood is painted too soon. The upright unpainted posts in the houses of our ancestors, though exposed to the heats of summer and the blasts of winter, have lasted for centuries; because the pores of the wood were not closed by any external application of tar or paint, and thus the juices had an opportunity of drying up gradually. If then you admit a free circulation of the air to the timber which is used in a house (no difficult matter) and abstain from painting that timber till it be perfectly seasoned, you will never suf-

fer from what is called dry rot. And if the naval architect, by means of air holes in the gunwale of a vessel, (which might be closed in bad weather,) could admit a free circulation of air to the timbers; and if he could also abstain from painting or doing with turpentine, &c., the outer parts of the vessel till the wood had become sufficiently seasoned, he would not have to complain of dry rot. I am of opinion, that if a vessel were to make three or four voyages before it is painted or done with turpentine, &c., its outer wood would suffer much less from the influence of the weather than it usually suffers from its own internal juices, which cannot get vent on account of artificial applications to the pores. But still the timber would be subject to the depredation of the insect. To prevent this effectually Mr. Kyan's process must absolutely be adopted to secure wood from what is called dry rot, in places where a free circulation of air cannot be introduced. I consider Mr. Kyan's process perfectly unexceptionable. The long arrows which the Indians use in Guiana, are very subject to be eaten by the worm. In 1812 I applied the solution of corrosive sublimate to a large quantity of these arrows. At this hour they are perfectly sound, and show no appearance that the worm has ever tried to feed upon it.—*Waterton's Essays on Natural History.*

MISCELLANY.

From the New York Courier and Enquirer.

STEAM SHIP GREAT WESTERN.—Of the two U. S. Naval officers who embarked in the GREAT WESTERN on her voyage out and home, we yesterday published from one of them, Lieut. LYNCH, a letter to Capt. HOSKEN, of a character highly complimentary to him and his vessel. We have now the pleasure to add one from his companion, Lieut. CARPENDER, as creditable to the writer as it also is flattering to the steam ship and her commander.

NEW YORK, June 20, 1838.

DEAR SIR:—I see by the papers, this evening on my return from Washington, that my friend, Mr. Lynch, has left behind him a testimonial to Captain Hosken and the Great Western, which, as a fellow passenger, I have the greatest pleasure in responding to. It was with the utmost confidence in the success of the undertaking that I was, originally, an applicant for permission to cross the Atlantic, in order to make the first passage in the Great Western. Circumstances prevented me from gratifying my wish, but subsequently, through the liberality of the Directors of the Great Western Steam Ship Company, and the accommodation afforded me by my government, I have been enabled to witness the performance of the Great Western at sea. I take this opportunity to return my thanks for the pleasure and satisfaction I have enjoyed. After an absence of only forty-three days. I have visited England, spent ten days there, returned with despatches to my government, delivered them, and am now, unfatigued by any portion of my journey, at my residence in this city. The whole distance travelled, must be about seven thousand miles. This, I think, will be enough to satisfy the public and the world, if they have any longer any doubts on the subject, that really a new era has arrived, and that a life which was once short is now rendered long by the increased enjoyment which may be compressed within its limits. With the ship, the machinery, and these results before all eyes, it would be superfluous in me to enlarge upon a topic already intelligible to the mind of every one. I may only express my firm belief that steam navigation, both with the government and individuals, is destined to advance, and that through its means a union of the world, and an international respect, is likely to take place, which will be productive of increased happiness to the whole human family.

With every acknowledgment for your kind and friendly attention, and that of Captain Hosken and the Directors of the Company, I am, dear sir, very truly and sincerely

Yours,

E. W. CARPENDER.

RICHARD IRVIN, Esq.

*Consignee of the Steam Ship Great Western,
New York.*

Lieut. W. F. LYNCH, of the navy, who went out and returned in the steam ship Great Western, has addressed the following letter to the agent of that vessel in New York:

NEW YORK, June 18, 1838.

Dear Sir—The necessity of proceeding direct to my ship, which lies in another port, constrains me to adopt this mode of returning my grateful acknowledgements for the liberal courtesy of the directors of the Great Western Steam Ship Company, as evinced by their invitation, transmitted through you in April last; though the terms of that invitation were not acceded to by my Government, which, associating an older, more experienced, and much better officer, (first named in the invitation,) from the dictates of an equally liberal spirit defrayed the expense of our passage.

Unremitted observation for two consecutive passages in "The Great Western," enables me now to do that from which, because not thoroughly satisfied, I have heretofore most studiously refrained—to speak with confidence of the qualities and performance of that ship.

For stiffness and buoyancy combined in just proportions; for perfect comparative safety from explosion within, or the battling elements without; for speed, security and comfort; the "Great Western" may hereafter be equalled, but can scarcely be surpassed.

To Captain Hosken, also, I beg leave through you, to tender my lasting remembrance of his frank, unreserved, kind, friendly and brother-officer-like demeanor throughout the whole period. The high estimation in which he was held by the outward passengers, their card of thanks and service of plate presented, bear ample testimony. The passengers of the last trip will, I know from frequent intercommunion, unite with me in saying that they have ever found him, as a man, an officer and a seaman, amiable, honorable and efficient.

With unfeigned regard,

Your obed't servant,

WM. F. LYNCH, U. S. Navy.

RICHARD IRVIN, Esq.

Consignee G. W. S. S. Co., New York.

VENERABLE RELICTS.—The Providence Courier has an article on longevity in Rhode Island, and as a proof of the salubrity of the climate, as well as the vigor and energy of the matrons who had to contend with the privations incident to the Revolutionary war, quotes the following instances of long life amongst the widows to whom pensions have been granted for services rendered by their husbands in the war of the Revolution. The eldest Mrs. Salisbury, near one hundred years of age, resident in Barrington, is now in the full possession of all her faculties, or was a few weeks since. Mrs. Molly Bowers, who is now as fair as any other daughter of Eve of her age, has been a widow nearly sixty-two years. Her husband died of the small pox in July, 1776, on a march from Providence to Ticonderoga. Mrs. Susannah Arnold has remained a widow since August, 1773, her husband, a lieutenant in the Pawtuxet Rangers, caught the camp fever during Sullivan's expedition, and died. One widow says, that during the absence of her husband she went into the cornfields, taking her infant with her, and hoed all the corn. Another says she had to harvest the pota-

toes, or let them freeze, for her husband was absent, as well as every body else in the neighborhood who could shoulder a musket. Their united ages amount to 917 years, being five years more than Seth, the son of Adam and Eve, lived.

Abigail Salisbury, aged 100, widow of George, a sergeant of guard, married March, 1761. Molly Bowers, aged 97, widow of Asa, a private, married October, 1771. Susannah Smith, aged 93, widow of Stukely, a private, married March, 1776. Sarah Dyer, aged 93, widow of Anthony, a private, married December, 1763. Susannah Mann, aged 89, widow of George, a sergeant, married August, 1766. Jemima Tucker, aged 89, widow of Nathan, a seaman on board the frigate Alfred, Paul Jones captain, married several years before the war. Susannah Arnold, aged 80, widow of Oliver, a lieutenant, married July, 1763. Martha Cook, aged 90, widow of Sylvanus, a private, married June, 1768. Sarah Potter, aged 99, widow of Ichabod, a private, married November, 1771. Molly Earthforth, 88, widow of John, a sergeant, married December, 1777.

CAUSE OF MUTINIES.—Mutinies among our seamen are much more frequent within a few years than formerly. This is owing partly to the fact that we take no steps to increase the number of American seamen; in consequence of which, or ships are chiefly manned with foreigners, who perhaps have fled from their own countries, to evade the arm of Justice. A vessel arrived at this port not long since, on board of which the whole crew, consisting of eight or nine men, was composed of individuals, no two of whom were natives of the same country. These men knew very little of our country or our institutions; they are generally ignorant, perhaps unprincipled, and are apt to be insubordinate and mutinous. The remedy for this evil is to encourage the multiplication of American seamen. If our owners were less reluctant to receive on board their vessels *green hands*, there would be no want of stout, hearty, well behaved American seamen, and we should hear less of revolts and mutinies at sea.

Another cause of the frequency of insubordinate conduct on board our ships, is incapacity of our ship masters. Within a few years it has become fashionable to introduce ship masters through the cabin window, and not, as formerly, through the hawse hole. Many of our ship masters are intelligent, worthy men, who have never lived in a ship's fore-castle, or performed the duties of a foremast hand, know little of practical seamanship, or of the general character of sailors. They therefore labor under great disadvantages in taking charge of a large ship, and attempting to enforce discipline among a body of real "old salts," who hold in utter contempt every man who has not had his hand in the tar bucket. It is sometimes difficult to be obedient where respect is withheld—and hence serious difficulties will sometimes arise.

Another cause is *intemperance* on the part of our officers and men. Almost all the mutinies which we hear of, as taking place on board our whaling ships, originated in the indulgence of a propensity for intoxicating drinks. And so long as the fore-castle is supplied with rum, and the cabin with brandy, or wine, we may expect quarrels, battles, mutinies, and murders on board our ships.—*Boston Mercantile Journal*.

NEW ERA IN STEAM POWER.—The steamer Despatch, owned by Capt. Nathan Cobb, having an engine constructed by Mr. Phineas Bennett, made an excursion yesterday to Sandy Hook, for the purpose of fairly testing the utility of Mr. Bennett's invention. A delegation from the American Institute, together with a number of scientific and respectable gentlemen, (over 50 in all,) were invited on board to witness the operation of the new power.

The principles and advantages of Mr. Bennett's invention are mainly as follows: The gases from the fire are made to perform their full portion of labor, the smoke and heat being forced into the cylinder at the same time with the steam. The engine occupies much less space, and the fuel used is less than one-sixth of that commonly consumed by boats of her class.

At half past ten o'clock the Despatch left pier No. 1, North river, and proceeded (at the rate of twelve miles an hour) to Sandy Hook, using but one furnace or boiler. During the progress a change was made from one boiler to another, in the short space of *three minutes*.

On arriving abreast of the eastern buoy of the Spit, the ship was put about and returned to the city, passing pier No. 1, per place of departure, at precisely twenty minutes past two o'clock; having performed more than thirty-six miles in three hours and fifty minutes, one half the distance against a strong flood tide—and using only *one and one-eighth of a cord of wood*.

The experiment may be considered as entirely successful, and, we presume, that Capt. Cobb will soon be on the way to the Eastern world in his *American steamer*.—*N. Y. American*.

NEW YORK, June 12, 1838.

At an organized meeting of the invited guests to take an excursion on board the new steamer Despatch, to test the usefulness and excellence of the recent invention of Mr. Phineas Bennett, in the application of steam, R. Lockwood, Esq., called the meeting to order, and nominated D. Leavitt, Esq., President, and Captain M. C. Perry and Rubens Peale, Esq., Vice Presidents; Messrs. Joseph Cowdin and Henry A. Wells, Secretaries.

A. Williams, Esq., moved that a committee of five be appointed to report resolutions expressive of the sense of the meeting, whereupon R. Lockwood, A. Williams, R. R. Lansing, T. B. Wakeman, and John Griscom, Esqs., were appointed said committee, and reported the following resolutions, which were unanimously adopted.

Resolved, That we have witnessed with pride and gratification the present experiment with Bennett's new steam boiler, and from our present personal observation, we deem the invention entitled to high public favor and consideration.

Resolved, That the enterprising inventor, Mr. Bennett, and the indefatigable proprietors, Capt. Cobb and others of the Despatch, deserve the thanks of the public for their zeal, perseverance, and success, as evinced by their present experiment.

Resolved, That as Robert Fulton effected one revolution in navigation by the application of steam power, we deem that Phineas Bennett has this day commenced another of equal promise, by the economy of his mode of generating steam.

Resolved, That the polite invitation and hospitable entertainment of the proprietors on board their steamer to Sandy Hook, and return, deserve and receive our warmest acknowledgments.

Resolved, That the proceedings of this meeting be published.

The meeting was eloquently addressed by A. Williams, Esq., and by Dr. Cox, in which the vast importance of improvements in steam navigation, and the advancement of the mechanical and useful arts of peace were illustrated with happy effect.

D. LEAVITT, *Chairman*.

M. C. PERRY, } *Assistant*
RUBENS PEALE, } *Chairmen*.

JOSEPH COWDIN, } *Secretaries*.
HENRY A. WELLS, }

BENNETT'S NEW STEAMBOAT.—The fuel-saving steamboat Despatch did not consume in the whole 34 miles of her excursion to Sandy Hook and back but one and a half cords of wood! We were wrong in saying yesterday two and a half cords, and also as to the distance. The rate of travel was from nine to

twelve miles an hour. Mr. Bennett, the inventor of this new and remarkable application of steam is perfectly assured of his success, and we learn that Robert L. Stevens, Esq., of whom it has been said that upon him alone the mantle of Fulton's genius has fallen, has expressed an opinion that the importance of the principle will effect an entire revolution in steam navigation. We cannot here enter into a minute description of the principle, and will at present remark only that the smoke and every portion of the fuel is consumed, and kept in the furnace by means of a slide valve, which shuts over the steam pipe, and by pumping into the furnace the air from without by means of two cylinders moved by the steam cylinders. This air expands by contact with the blaze, and mingles with the steam and increases the power by a determinate ratio. The blaze of the furnace is poured directly into the boiler. The extraordinary economy is the great desideratum acquired by Bennett's discovery, and steam ships may thus carry any amount of freight, scarcely any fuel being required.—*New York Star*.

THE PORT OF NEW YORK.—We do not know how it is, but it would seem that, from inattention on our part, and possibly from a spirit of rivalry in other sea-ports, our noble port and harbor are not in favor, as a station which ships of war may safely, and at all times, approach.

It requires, or has appeared to require, something of an effort to have the large vessels of our own service ordered here; and we believe it was only by pledging himself personally for the result, that Commodore Chauncey, on his return many years ago from the Mediterranean, in the line-of-battle ship *Washington*, obtained permission to come into New York.

Recently we have seen the French ship *Hercules* of 100 guns, with her consort, in which the Prince de Joinville is making his travels, go first into Norfolk and then into Newport, although New York was understood originally to be the destination of the squadron. Erroneous information, which other seaports will take no pains certainly to contradict, and which we ourselves seem indifferent about, as to the depth of water in the channels leading from Sandy Hook, and on the bar, probably induced the change, and the same causes will continue to produce the same effects, unless some steps be taken to correct public opinion.

Now, we know, and have authority to state, that Lieut. Gedney holds himself ready at all times to pilot into this harbor, not the *Hercules* only, but the largest ship of war that swims in any service; and is willing to stake his professional reputation upon the issue. When, then, there is a sure and safe channel over our bar—the only difficulty—it is well worth considering whether by some public or official proceeding, this fact should not be made known and duly vouched, not only at Washington, where perhaps it is little thought of, but in foreign countries. Other things being equal, as to facility and safety of access—and foreign cruisers, as well as our own would, we may presume, give the preference to New York,—surely New York should encourage such a preference.

There is another obstacle, of which we have just heard, to the adoption of New York as a station where ships of war may rendezvous; and that is, the mode in which our quarantine laws are executed. An instance in point has just occurred. The U. S. ship *St. Louis*, from a cruise in the West Indies, and having touched at the Havana on her way home, has been ordered, although with a clean bill of health, and with a surgeon and his mate on board, who certify to the salubrity of the ship, to perform 30 days quarantine! And what sort of a quarantine? Her passengers and officers may land in New Jersey, may come up to the Navy Yard, may inoculate

any part of the neighborhood with the contagious maladies, for fear of which they are nominally quarantined, but they must not come to the city—while the ship itself is laid up for 30 days useless. Now, at Norfolk she might be repaired and off at sea again in those 30 days—which here is just so much time lost. Surely this is worth attending to. Quarantine laws in all countries from their origin to this day, seem to have been the field in which human absurdity has speculated infinitely and most diligently; but surely, a ship of war, without cargo, without sickness on board, kept as such ships, in our service at least, are,—with studious cleanliness and constant ventilation,—and certified by her own medical officers to be free from maladies,—might, after a probation of a day or two, be permitted, she, her officers and crew, to go where she pleased.

We hope these matters may be inquired into in the proper quarter, and the proper remedy be applied.—*New York American*.

ARTILLERY ELECTION.—The annual election of this company, with the usual public ceremonies, took place on Monday the 4th ult., it being their 200th anniversary. The company appeared in unusual force, in point of numbers, and the procession was formed at an early hour to proceed to the Church to attend the religious services. An excellent and interesting discourse was delivered by the Rev. Mr. Lothrop. The procession then moved to Faneuil Hall, where the company dined, with a large number of invited guests, among whom were the Governor and his suite, and the principal civil and military officers of the vicinity. After the festivities of this occasion, which could not be prolonged on account of the duties of the afternoon, the company proceeded to the common, where, in presence of the Governor and the gentlemen who were guests at the dinner, and also in presence of a great concourse of spectators, a variety of military evolutions were performed, and the election and delivery of commissions took place. The exhibition was a handsome one, and highly gratifying to the great number of persons assembled to witness it.—*Boston Daily Advertiser*.

The following are the officers of the Ancient and Honorable Artillery Company, who received their commissions yesterday afternoon from the Governor, in presence of thousands of admiring spectators:

Major Lewis Dennis, *Captain*; Col. Henry K. Oliver, Salem, *1st Lieut.*; Major Job Taber, *2d do.*; Lieut. Newell A. Thompson, *Adjutant*; Lieut. Edward F. Hall, *1st Sergeant*; Ensign Wm. P. Brown, *2d do.*; Lieut. A. L. Barrett, *3d do.*; Lieut. Abel Cushing, Jr., *4th do.*; Capt. Wm. G. Fullick, *5th do.*; Lieut. Joseph Smith, *6th do.*; Lieut. Col. Abner Bourne, *Treasurer*; George H. Whitman, *Clerk*; William Aline, *Armorer*.

THE STEAMER NEPTUNE.—This packet, for the security of her passengers, has been furnished with the following apparatus, viz: A life boat capable of saving 40 persons in moderate weather; 25 mattresses, each capable of saving 10 persons; a gum elastic life preserver, 40 feet in length, which can save 40 persons; 2 quarter boats, each capable of saving 35 persons, and a stern boat. This example is worthy of universal imitation, and reflects credit on the owners and managers of the boat.—*New York Gazette*.

While in New Bedford a few days since, we saw a whale boat, with all its appurtenances, masts, oars, and sails, which has been ordered for Louis Philippe, King of France, and is to be carried out in the *Hercules*, to serve as a model for the boat builders in His Majesty's dominions. This boat is the most perfect and beautiful specimen we ever saw. It was built by Mr. Jethro Coffin, of New Bedford.—*Dedham Patriot*.

AN ENSIGN ELECTED.—The Chauncey Place Guards, yesterday elected Geo. R. Wells, Esq., Ensign. A committee was appointed to notify him of his election, and he immediately returned to the scene of action and delivered the following sensible and patriotic address:

"Gentlemen: The honor which you have just conferred on me is so unexpected, that I cannot, on the sudden emergency, find words adequate for the expression of my gratitude; but one thing I can say, and that is, I accept the office, and if YOU have a mind to treat, we'll all go up to Mr. Meyer's French Coffee House, and take a drink."—*Boston Post*.

SELECTED POETRY.

THE FLAG OF THE UNITED STATES.

Ne'er waved beneath the golden sun
A lovelier banner for the brave,
Than that our bleeding fathers won
And proudly to their children gave;
Nor earth a fairer gem can bring,
Or Freedom claim a brighter scroll,
Than that to which our free hearts cling:
The flag which lights the freeman's soul.

Its glorious stars in azure shine,
The radiant heraldry of heaven;
Its stripes in beauteous order twine,
The emblems of our Union given.
And tyrants with a trembling gaze
Survey its bright and meteor glare!
While glory's beams around it blaze,
And rest in fadeless splendor there!

Look, freemen, on its streaming folds,
As gallantly they range afar,
Where freedom's bird undaunted holds,
The branch of peace and spear of war:
While high amid the rolling stars,
With words which every heart expand,
Within her beak secure she bears
The badge of our united land!

Behold thy star-wrought ensign sweep,
Thy country's pride, the tyrant's bane;
Unrivalled on the foaming deep,
Unconquered on the battle plain.
Along th' exulting mountain gale,
'Tis borne with mild majestic flow,
As trailing meteors skyward sail,
And leave the dazzled world below!

From shore to shore, from hill to hill,
Where freedom's voice has yet been heard,
'Tis welcomed with a holy thrill,
And oft rebellion's flame hath stirred.
Around the world through every clime,
Where commerce waits or man hath trod,
It floats aloft unstained with crime,
But hallowed with heroic blood.

Though France hath crushed her Bourbon flower,
And seized the flag her valor sought,
She holds it as oppression's dower—
A name is all the boon it bought.
Though Albion boasts her cross of blood,
Encrimsoned on a thousand plains;
Yet freedom's cause she hath withstood
And marked it with redeemless stains,

But thine, COLUMBIA! thine's the prize,
To cheer the free and guide the brave,
To wave through earth's remotest skies
And plant upon oppression's grave.
Thine is the standard freemen wrought
To rear above the lion's form,
Whose flames their martyred fathers sought,
To cheer them through the battle's storm.

Flag of the free! still bear thy way
Undimmed through ages yet untold,
O'er earth's proud realms thy stars display,
Like morning's radiant clouds unroll'd.
Flag of the skies, still peerless shine,
Through ether's azure vault unfurl'd,
Till every hand and heart entwine,
To sweep oppression from the world!

WASHINGTON CITY:

THURSDAY, JULY 5, 1838.

We congratulate the army upon the prospect of the increase of the military establishment, small though it be in comparison with the wants of the country. The necessity of making up our paper a day earlier than usual (our national anniversary occurring this week) precludes our inserting the bill in extenso, and we give in lieu the following synopsis of it from the National Intelligencer. We hope next week to have the pleasure of publishing the law.

THE BILL TO INCREASE THE PRESENT MILITARY ESTABLISHMENT.—The bill which, for several days past, has been the subject of discussion in the House of Representatives, was, after receiving much amendment, ordered on Friday night to a third reading, and was read a third time on Saturday, when a motion was made to reconsider the vote by which it passed; which motion is yet undecided. Doubting not that our distant friends in the army, and our readers generally, desire to know something of the measure of the proposed increase, we have, after particular examination of its provisions, prepared the following synopsis:

THE RANK AND FILE.

Artillery.—Increased 830 men, including the addition of four companies, one for each regiment— with the reduction of one lieutenant in each company.

Infantry.—Increased 3,670 men, including one additional regiment, with an increase of the complement of commissioned officers (33.)—Total increase of rank and file 4,500.

It will be seen that the increase of the rank and file is 4,500, while the increased number of infantry and artillery officers is only 13; of the latter, there is a reduction of 20 lieutenants, and of the former, an increase of 33 officers.

ADDITIONAL OFFICERS.

	Colonels.	Lt. Cols.	Majors.	Captains.	Lieuts.	Total.
Infantry, - - - - -	1	1	1	10	20	33
Engineers, - - - - -	-	1	2	6	12	21
Topographical do. - - -	1	1	-	6	20	26
Ordnance Officers, - - -	-	-	2	-	20	22
Commissaries, - - - - -	-	1	1	3	-	5
Assistant Adjutants General, - - -	-	-	2	4	-	*6
Quartermasters, - - - -	2	2	-	28	-	32
Surgeons, - - - - -	-	-	-	-	-	7
Wagonmasters,† - - - -	-	-	-	-	-	20
Total increase, - - - -	4	6	8	57	72	166

* Omitted in the addition, as these assistants do not increase the number of officers in the army.

† Attached to the Quartermaster's Department, with the pay of captain.

From this number, (166,) deduct the 20 lieutenants transferred from the artillery to the ordnance, which makes the actual increased number of officers in the aggregate 146.

PAY.

The pay of the non-commissioned officers and privates is somewhat increased—artillery and infantry privates to eight dollars.

An additional ration, estimated at 20 cents, is allowed each officer for every five years he may have served in the army. Thus, an officer who may have served twenty years, under the rank of a general officer, would hereafter be entitled to the additional allowance of four rations or eighty cents per day, and no more.

The pay and emoluments of the engineers and ordnance are advanced to those of cavalry rates, which constitute them mounted corps, and not, as heretofore, officers of foot. The pay of the artillery and infantry officers has not been advanced.

There are other minor provisions which we have not time to examine: among these, forty dollars and four rations, &c. are to be allowed to such persons as may be employed by the officers of any garrison to officiate as chaplain, who shall perform also the duties of schoolmaster at the post.

There are some errors in the Recapitulation of additional officers, which we have not time to enumerate. The wagonmasters are not considered as officers, and the aggregate increase is of course so many the less.

The bill passed the House on Monday.

APPOINTMENT BY THE PRESIDENT.

ALBERT M. LEA, late of the U.S. army, to be Commissioner "for running, marking, and ascertaining the southern boundary line of Iowa, west of the Mississippi river, which divides said Territory from the State of Missouri.

ARMY REGISTER.—Should the bill for increasing the military establishment become a law, as it most probably will, we shall publish an Army Register without delay, corrected to the latest date.

Early orders from those who desire copies are respectfully solicited.

Officers and others at West Point may leave their orders with C. BERARD, Esq., P. M., or Captain LESLIE, Treasurer M. A.

REVENUE CUTTER SERVICE.—On the last page of this number will be found a complete list of the officers of this establishment, their dates of commission, and stations. Besides the occasional changes to be given from time to time, we shall publish a complete Register, at least once a year.

Congress has fixed on Monday next, for the adjournment of the present session.

The Hon. J. K. PAULDING entered on the discharge of his duties as Secretary of the Navy, on Monday last.

TO CORRESPONDENTS.—"Bainbridge," "Fulton," and "Justice," are received, and under consideration.

ARRIVALS AT WASHINGTON.

June 27—	Lieut. E. C. Ross, 4th Arty.,	Brown's.
	Professor D. H. Mahan,	Gadsby's.
	Capt. D. S. Miles, 7th Infy.,	
	Lieut. H. Swartwout, 3d Infy.,	Fuller's.
	Professor A. E. Church,	do.
	Lieut. B. Alvord, 4th Infy.,	do.
	Lt. T. S. Ringgold, 4th Arty.,	Dr. Thomas's.
28—	Paymaster C. H. Smith,	Gadsby's.
	Lieut. W. J. Hardee, 2d Drags.,	Fuller's.
29—	Lt. R. M. Cochran, 4th Infy.,	J. T. Cochran's.
	Lt. R. A. Wainwright, 4th Arty.,	Col. W's.
	Lieut. C. Freeman 4th Infy.,	7 Buildings.
30—	Maj. C. Wharton, 1st Drags.,	Mrs. Peyton's.
July 2—	Lt. W. Maynadier, 1st Arty.,	Mr. Eveleth's.
	Lieut. A. E. Shiras, 4th Arty.,	Fuller's.
	Bvt. Major R. B. Lee, 3d Arty.,	C. street.

LETTERS ADVERTISED.

WASHINGTON, July 1, 1838.

ARMY.—Capt. H. Brown, 2, Major J. B. Brant, Major S. Churchill, Lt. J. A. Chambers, 2, Major, J. S. Lytle, Lt. H. McKavett, Lt. R. H. Ross, Lt. Wm. Smith, Col. H. Stanton, Lt. J. A. Thomas, 2, Col. S. Thayer.

NAVY.—Dr. T. J. Boyd, 2, P. Mid. J. Carroll, P. Mid. Gansevoort, P. Mid. H. M. Harrison, R. E. Johnson, Lt. S. Phillips Lee, P. Mid. W. M. Ludlow, Dr. W. F. McClenahan, Ferdinand Pepin, Wm. D. Porter, C. W. Pickering, Lt. Wm. Smith, Lt. H. B. Sawyer, Lt. W. C. Whittle.

MARINE CORPS.—Lt. A. Edson.

REV. SERVICE.—Lt. H. B. Nones.

PASSENGERS.

SAVANNAH, June 19, per steamboat Charleston, from Garey's Ferry, Col. Twiggs, of the army, and servant.

COMMUNICATION.

STEAM FRIGATE FULTON.

The call of the House of Representatives on the Secretary of the Navy for the correspondence relating to the construction, equipment, and cost of the steam frigate Fulton, has been responded to by him, and the documents have been made public. The first letter of importance (No. 7) is that from the Secretary of the Navy to the Navy Commissioners, dated 29th June, 1835, in which he says, that "being desirous to enable the Navy Board to adopt the best plan for constructing a steam battery for harbor defence," he directs "two members of the Board to proceed to New York, and take with them the chief constructor, and there obtain from scientific gentlemen who have great experience in the construction of steam vessels, a knowledge of all the latest improvements in constructing such vessels." The two members of the Board were also directed to consult Commodore Barron, then commanding the Philadelphia station, as well as the constructor there, and invite both to accompany them (the Commissioners) to New York. When the Commissioners obtained satisfactory information as to the best mode of constructing such steam battery, with her engine, &c., they were ordered to report the same to the Secretary of the Navy. It appears that Commodore Barron and the constructors were considered as advisers only, the whole power being vested in the two Commissioners. Commodore Barron did not accept the invitation. On the arrival of the Commissioners at New York, the constructor at the yard there was associated with the other constructors, and they received instructions from the Navy Commissioners, commencing as follows: (See No 9) "*It is desired to build a steam vessel of the least dimensions and at the least expense.*" What an admirable caution to the constructors, when the Navy Department was about to venture on the experiment of building a steam vessel of war. Instead of leaving them free to act as their united judgment might dictate, the constructors were told at the threshold that this vessel was to be "*of the least dimensions and built at the least expense.*" We shall see in the sequel how rigid the economy was. The constructors were without information from the Department as to the dimensions and force of such vessels in Europe; but being bound to obey the instructions of the Navy Commissioners, they reported, (see No. 12) after due inquiry, the principal dimensions and kind of engines calculated for those dimensions. Here was cause for failure, in the outset. The instructions from the Navy Commissioners were calculated to defeat the object for which the vessel was to be created. I do not charge them with the intention of doing so; but it was their misjudged economy in requiring the least dimensions, when they to whom the order was addressed ought to have been free from such restriction. The Hon. Secretary of the Navy evinced better judgment in his instructions to the Navy Board. His object was clearly and judiciously set forth without regard to dimensions or expense. I might here stop, having sufficiently accounted for the failure of the Fulton in the contracted instructions of the Navy Commissioners; but a desire to do justice induces me to add other parts of the instructions to the constructors. The Navy Commissioners said that "the least dimensions and least expense" was to be connected with the possession of the following named advantages and powers: "to carry two long guns, to be worked on circles." There seemed to be as great a desire for economy in the number of long guns, as there was to be in the dimensions and expense of building and equipping this vessel. But let me not do injustice to the Commissioners. They also said that this armed vessel should have, besides the two long guns, four carronades, and that she was to carry provisions and water for 60 men for 20 days, but not one word was said in relation to the quantity of fuel

she was to carry. This important item in steam navigation was overlooked altogether. I suppose it was considered to be not of much importance, as the vessel was intended for harbor defence.

Although the order of the Navy Commissioners to the constructors was to provide accommodations for 60 persons with provisions and water for 20 days, it appears the complement of the *Fulton* is 137 persons, more than double the number estimated for, and that she actually took on board at New York, prior to her departure for Washington, rations for 137 persons for 30 days, instead of rations for 60 persons for 20 days. The extra number of persons (77) must have accommodations, and their rations of bread, beef, and other varieties must be placed in the store rooms under deck, besides the water. The cooking department must be enlarged, and all these things require room, besides the disadvantage of additional weight in increasing the draft of water. Instead of having two long guns, she has four, making a difference of 24,000 pounds in this item. The cylinders and machinery were intended to have been placed under deck; but the great size of the engine adopted by the Navy Commissioners, the increased number of the crew, with the accommodations required for that increase, the water and provisions, compelled them to put the machinery on deck, excepting the boilers, and she has four of these weighing 202,587 pounds of copper; and including the chimnies, (she has four, the *Great Western* but one,) steam pipes, and cocks, the weight exceeds 264,000 pounds, the cost more than 98,000 dollars, besides the cost of the engines, which was 40,000 dollars. The total cost of the engines and boilers exceeds 137,000 dollars. The instructions to the constructors went on further to say that the vessel was to have two engines of sufficient power to propel her through the water, in ordinary weather, not less than 10 miles per hour. She was not to have less than that velocity, and it was not considered a matter of any consequence if she did not exceed it. The acknowledged speed of this vessel is 13 miles per hour, and she is capable of attaining greater velocity, even to 16 miles per hour, and this is considered to be sufficient evidence of the unnecessary size, power, and weight, of the engine, and the great room required for it.

The instructions further stated that she was to have two large but light boats; but instead of two, she has five boats, and at one time carried six.

The constructors, in obedience to their instructions, reported the dimensions of which the *Fulton* was built, and which are as follows: 180 feet between the perpendiculars, (being 5 feet more than any frigate in the service,) 34 feet moulded beam, and 12 feet hold; but in reporting on the engines they said, "they preferred the high pressure engine divided into four small ones, with cylinders of 16 inches diameter each. The division of the whole power into four parts lessened the objections which had been made to horizontal engines on account of wearing the cylinders by the weight of the piston, while the reduced size of all the machinery renders it more safe, and more easily replaced in the event of accident from shot. The constructors preferred the high pressure engine, because it would combine the advantages of safety, power, and simplicity, and because it could be advantageously placed under deck, and dispensed with all the complex machinery of the condensing engine."

The great size, weight and power of the engine on board the *Fulton*, with the room required for it, is the principal cause of the failure of this vessel; to which may be added the increased number of long guns with their appurtenances, the increased number of the crew with the accommodations required for them, and the room required for their provisions and water, and the enormous consumption of coal, being more than 40 tons per day.

The Navy Commissioners disregarded every thing

contained in the report of the constructors, excepting the dimensions for the vessel; they adhered to that, and that only; but they ought to have recollected, when they doubled the power of the engine, made it a condensing engine instead of one of high pressure, increased the quantity of coal, the number of long guns, and more than doubled the number of the crew, their provisions and water, and doubled the number of boats, that a corresponding increase ought to have been made in the dimensions of the vessel.

The cost of this vessel is stated as approaching nearly to \$300,000, divided as follows:

Hull, spars, rigging, sails,	157,000
Boilers, chimnies, pipes,	98,000
Engine,	40,000
	<hr/> \$295,000

We will now make a comparison between the power on board the *Fulton* and that on board the *Great Western*, and their tonnage:

The power of the engine on board the *Fulton* is estimated to be equal to 500 horses, but is capable of exerting a power double that amount, say 1000; her tonnage, taking length, breadth, and depth, 720.

The power of the engine on board the *Great Western* is estimated to be equal to 400 horses; her tonnage, taking length, breadth and depth, 1,680.

Now for the economy—The cost of the *Fulton* is at this time full 300,000 dollars. She carries 4 guns, (long 32 pounders,) equal to \$75,000 per gun; and she has on board 34 men to each gun. Let us suppose the cost of the ship of the line *Delaware*, and the number of the crew to be deducted from the foregoing data, allowing her to carry 102 guns—but say 100 guns. The cost of the *Delaware* would be seven millions five hundred thousand dollars, and her crew would be three thousand four hundred men.

It is possible I may pursue this subject hereafter.

BARRY.

LAWS OF THE UNITED STATES.

[PUBLIC—No. 27.]

AN ACT making appropriations for preventing and suppressing Indian hostilities for the year eighteen hundred and thirty-eight, and for arrearages for the year eighteen hundred and thirty-seven.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby, appropriated, out of any money in the Treasury not otherwise appropriated, to defray the expenses which have been, or may be, incurred, in preventing or suppressing the hostilities of any Indians, in the year eighteen hundred and thirty-eight; to be expended under the direction of the Secretary of War, conformably to the acts of Congress of the nineteenth of March and the second of July, eighteen hundred and thirty-six, and of the acts therein referred to; and for arrearages of the same for the year eighteen hundred and thirty-seven:

For forage for the horses of the dragoons, volunteers, officers, and in the service of the trains, four hundred thousand dollars;

For freight or transportation of military supplies sent into Florida and the Cherokee country, three hundred and fifty thousand dollars;

For wagons, carts, ambulances, and harness, and for boats and lighters, one hundred and fifty thousand dollars;

For the transportation of supplies from the principal depots to the points of consumption, including the hire of steamboats and other vessels, and the expense of public steamers and transport schooners, seven hundred thousand dollars;

For the hire of a corps of mechanics, laborers, mule-drivers, teamsters, wagon masters, and other assistants, two hundred and fifty thousand dollars;

For transportation and other expenses of four thousand volunteers, one hundred thousand dollars;

For miscellaneous and contingent charges of all kinds, not embraced under the foregoing heads, seven hundred and fifty thousand dollars;

For drafts lying over, and arrearages for services and supplies in Florida and the Cherokee country, one million forty-eight thousand six hundred dollars.

For pay of four thousand volunteers, for the year eighteen hundred and thirty-eight, including one hundred and fifty-three thousand four hundred and fifteen dollars arrearages for eighteen hundred and thirty-seven, one million four hundred and sixteen thousand two hundred and fifty dollars and thirty-two cents;

For subsistence for militia, volunteers, and friendly Indians, three hundred and sixty-five thousand and forty dollars;

For the purchase of powder and other materials for cartridges, together with the repairs of gun-carriages, small-arms, and accoutrements, thirty-five thousand dollars;

For tents, knapsacks, and other supplies furnished by the clothing bureau, twenty thousand six hundred and seventy-seven dollars and fifty-six cents;

For correcting an error in paying the Indians employed in the public service in Florida, seven thousand seven hundred and seventy-five dollars and fifty-three cents.

Sec. 2. *And be it further enacted*, That the further sum of one million forty-seven thousand and sixty-seven dollars be appropriated out of any money in the Treasury not otherwise appropriated, in full, for all objects specified in the third article of the supplementary articles of the treaty of eighteen hundred and thirty-five, between the United States and the Cherokee Indians, and for the further object of aiding in the subsistence of said Indians for one year after their removal west: *Provided*, That no part of the said sum of money shall be deducted from the five millions stipulated to be paid to said tribe of Indians by said treaty: *And provided, further*, That the said Indians shall receive no benefit from the said appropriation, unless they shall complete their emigration within such time as the President shall deem reasonable, and without coercion on the part of the Government.

Sec. 3. *And be it further enacted*, That, for satisfying all claims of arrearages of annuities, for supplying blankets and other articles of clothing for the Cherokees who are not able to supply themselves, and which may be necessary for their comfortable removal, and for medicines and medical assistance, and for such other purposes as the President shall deem proper to facilitate the removal of the Cherokees, one hundred thousand dollars be appropriated out of any money in the Treasury not otherwise appropriated.

Approved, June 12, 1838.

[RESOLUTION No. 2.—PUBLIC.]

A RESOLUTION to authorize the Secretary of War to purchase a site for a fort at or near the western boundary of Arkansas.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That out of the appropriation of fifty thousand dollars, made in the year eighteen hundred and thirty-six, to remove the United States troops from Fort Gibson, the Secretary of War be authorized and directed to take a sum not exceeding fifteen thousand dollars to purchase for the United States a site for a fort at or near the western boundary of Arkansas.

Approved, April 4, 1838.

DOMESTIC INTELLIGENCE.

THE CHEROKEES.

Correspondence of the Savannah Republican.

The following are the documents referred to in our correspondent's letter which we published yesterday:

EXECUTIVE DEPARTMENT,
Milledgeville, May 6, 1838.

The troops which have been called for by the President of the United States, to enforce the treaty with the Cherokees, cannot be properly organized by the 25th May; neither can the regular forces ordered from Florida, for the same purpose, reach the Cherokee country by that time. The Indians are not prepared to yield up voluntarily to individuals the lands in their possession. They are ignorant, and have been deluded. Many of them are strongly

attached to their present homes. Their interest will doubtless be promoted by the exchange of their present country for the home provided for them in the west; and yet their fate is a hard one, and should be softened, if possible, by the hands into which their possessions will fall. They are passionate and revengeful; as an enlightened people we should not stimulate the evil propensities of their untaught natures.

On the 25th of May the laws of the State cease to protect their right of occupancy. Our citizens should not resort to force in obtaining possession of their lands, but wait until the Indians shall be removed from the country by the controlling power of the army which will soon be stationed among them. Other reasons than kindness, strongly enforce this advice. If the Indians, with their wives and children, are driven from their houses and fields by the owners of the lands, blood may be spilt, and a general thirst for revenge excited, which may prove fatal to many individuals and exceedingly injurious to the interests of all the Cherokee people.

The Indians will yield, without resistance to the demands of the United States Government; especially when enforced by an armed power amply sufficient to compel them. Let me, therefore, urge upon our people to stay their hands from all interference with the Indians, their possession or property, whilst the troops of the United States are employed in removing them. Your own interest, kindness to an unfortunate race, the peace and prosperity of your community, the successful accomplishment of an exceedingly important measure, to the State and the character of our country, unite in recommending this course.

Very respectfully,

GEORGE R. GILMER.

To the owners of the lands now occupied by the Indians, and other citizens of the Cherokee country.

HEAD QUARTERS, MID. MIL. DISTRICT,
New Echota, May 25, 1838.

ORDERS No. 1.

Brig. Gen. Floyd, agreeably to orders from his excellency Gov. Gilmer, assumes the command of the troops from Georgia, called out to assist in the removal of the Cherokee Indians. The officers of his Staff are Maj. Wm. P. White, Brigade Inspector; Capt. Thomas Bourke, Aid-de-Camp, and Capt. L. S. D'Lyon, Quartermaster. All orders and instructions conveyed by either of them, in the name of the Brigadier General, whether written or oral, will be obeyed.

Brig. Gen. Floyd commands the Middle District, in compliance with the orders of the commanding general—head quarters at present at New Echota.

A truly good old soldier is known chiefly by his ready compliance with the orders of his superior, his valor in battle, and his humanity to the vanquished. Brig. Gen. Floyd feels confident that these soldier-like qualities will be exercised by the troops under his command, and that they will confer honor on their native State and on themselves.

By order of Brig. Gen. C. R. FLOYD, G. M.
Comd'g Mid. Mil. Dist.

WM. P. WHITE.

Brigade Maj. and Chief of the Staff.

HEAD QUARTERS, MID. MIL. DIST.,
New Echota, May 27, 1838.

GENERAL: I have the honor to report to you that with nine companies of the 2d regiment G. M., commanded by Col. Turk, I left here on the evening of the 25th inst., to collect the Cherokee Indians on the borders of the Coosawattie, about twelve miles above this place. Leaving the luggage and provision wagons on this side of the Coosawattie, at Lowry's Ferry, under a strong guard, I crossed the river with the troops, early on the morning of the 26th; and

sending several small detachments in different directions to prevent the escape of the Indians, advanced rapidly with the main body to the Indian settlements. Having succeeded in securing a number of Indians, I returned to the Coosawattie, and in the route was joined by the several detachments, each with a party of Indians, which they had captured. On the west side of the river I left six companies, with orders to proceed to the stations assigned in your orders, (No. 33,) and with three companies and (209) two hundred and nine Indians, including men, women, and children, returned to this place on the evening of the 26th inst.

The Indians made no resistance, but evinced generally great reluctance to remove. Among the captured are several who, it is said, have exercised a mischievous influence over others, to prevent the execution of the treaty.

It is a pleasure to me to inform you, that the officers and soldiers under my command performed the duties required of them in a prompt and energetic manner, and in strict compliance with your orders (No. 25) with reference to the Indians.

I am, with high respect,

Your obedient servant,

CHARLES FLOYD.

Brig. Gen. G. M. Com. Mid. Mil. Dist.

To Maj. Gen. WINFIELD SCOTT,

Comd'g Eastern Division.

From the Athens (Ten.) Courier, June 9.

Major Bennett, Paymaster U. S. Army, has just returned to this place from Fort Cass, and informs us that Gen. Scott is at that post, who recently returned from a tour in Georgia, and from official accounts there were four thousand two hundred Cherokees collected, and every reason to believe there are now quietly collected about six thousand.

It is confidently believed not more than five hundred of the Georgia Indians remain to be collected.

The Tennessee Indians were voluntarily coming in, on the invitation of the Commanding General, and there is not a doubt they might soon be collected without the slightest violence or discomfiture to the Indians.

It is ascertained from all quarters that the address of Gen. Scott to the Indians, together with his general order, has had the happiest effect in inducing them to come in from all quarters.

On the 12th instant the collection will commence in the North Carolina and Alabama Districts, and there is scarcely a doubt that they will be collected in a very short time, with the exception of a few remote families; that from the humane and considerate treatment they have received, they appear as perfectly reconciled as the state of their case would admit.

TROOPS FOR THE WEST.—The Green Bay Democrat mentions that Lieut. P. V. Hagner, of the 1st Artillery, commanding, and Lieut. L. O'Brien, acting adjutant, with one hundred and sixty U. S. troops, reached that place in the steamboat Michigan, on the 2d inst. Their destination is Fort Crawford, Wisconsin. The command was in excellent health, and proceeded, after a halt of a few days, on its route.

PENSACOLA, June 16.—The U. S. Revenue Cutter *Jackson* sailed on Saturday last for Norfolk. The following is a list of her officers.

Lieut. Commanding H. B. Nones; Lieutenants, G. Clarke, O. Peters, W. H. Joyner; Pilot, Charles M. Johnson; Boatswain, John Brown; Gunner, F. Hankey; Carpenter, C. Dickey.—*Gazette.*

The *Jackson* arrived on Thursday last, in Hampton Roads, from Pensacola, via Key West, 5 days from the latter. Left at Pensacola, on the 9th ult. U. S. ship *Concord*, Com'r Fitzhugh, and schr. *Grampus*, Lieut. Com'g Saunders; and at Key

West on the 15th, ship *Levant*, Com'r Paulding, from Havana. The *L.* sailed on the 19th, for Matanzas and a cruise.

GENERAL WOOL.—A writer in the Vermont Watchman says he is authorized by Dr. Nelson to contradict the story of the Boston Herald—to wit, that he, Nelson, had charged Gen. Wool with offering his services to the Canadian insurgents for \$25,000 a year. Dr. Nelson says he never asserted any thing of the kind.

THE CHARGE AGAINST GENERAL WOOL.—We have noticed in the Vermont Watchman a contradiction of the rumor that Dr. Nelson had said that General Wool was willing to join the Canadian Patriot Army for a certain amount of money. Several papers have called upon the author of the letter which gave currency to the report to explain. As Mr. Harrington's health will not permit him to write anything upon the subject, we will give the substance of his verbal reply. No charge was brought by Mr. Harrington against either of the persons named. He only stated in his letter that it was currently reported in Vermont that Dr. Nelson made such a remark. He made no comment upon it, but merely sent it as an item of news. As the whole story appears to have no foundation, perhaps it would be no subject of regret to either of the parties that our paper has been instrumental in putting the rumor in a shape to be contradicted. We trust that this explanation will satisfy all concerned.—*Boston Herald.*

Gen. Wool has left Boston for Augusta to confer with Governor KENT, who is now in session with the Council, on the subject of establishing one or more military posts near our Northern frontier. This distinguished officer has been sent by the War Department of the United States at the earnest application of Governor Kent, for the purpose of making a reconnoissance and selecting suitable positions for the establishment of posts to protect our territory from foreign aggression.—*Portland Advertiser.*

Major General MACOMB arrived at Oswego, on the 16th inst., and proceeded directly to Sacket's Harbor.

Brigadier General BRADY arrived at Sacket's Harbor on the 16th. The Buffalo Journal of the 22d says, that Gen. Brady, who was ordered to this frontier, has since been directed to resume his former command on the Northwestern frontier, and he has accordingly returned to Detroit. Gen. Macomb is now in command on the Niagara and Northern frontier, and may be expected in this region about the 1st proximo.

A detachment of about 200 regulars of the U. S. A., under the command of Capt. Gwynne, of the 1st Infantry; and Capt. McCall, of the 4th Infantry, arrived at Oswego on Monday night last, and left on Tuesday evening for Sacket's Harbor on board the steamboat Telegraph.

THE UNITED STATES AND CANADA.

From the National Intelligencer.

IMPORTANT OFFICIAL PAPERS.—The following Message from the President of the United States was communicated to the House of Representatives on Wednesday last:

To the House of Representatives of the United States:

I transmit, in compliance with a resolution of the House of Representatives of the 11th instant, reports from the Secretaries of State, Treasury, and War, with the documents referred to by them respectively. It will be seen that the outrage committed on the steamboat *Sir Robert Peel*, under the British flag within the waters of the United States, and on the steamboat Telegraph, under the American flag at

Brockville, in Upper Canada, have not been followed by any demand, by either Government on the other, for redress.

These acts have been, so far, treated on each side as criminal offences committed within the jurisdiction of tribunals competent to inquire into the facts, and to punish the persons concerned in them. Investigations have been made, some of the individuals inculpated have been arrested, and prosecutions are in progress, the result of which cannot be doubtful. The excited state of public feeling on the borders of Canada, on both sides of the line, has occasioned the most painful anxiety to this Government. Every effort has been made, and will be made, to prevent the success of the design apparently formed, and in the course of execution, by Canadians who have found a refuge within our territory, aided by a few reckless persons of our own country, to involve the nation in a war with a neighboring and friendly Power.

Such design cannot succeed while the two Governments appreciate and confidently rely upon the good faith of each other in the performance of their respective duties. With a fixed determination to use all the means in my power to put a speedy and satisfactory termination to these border troubles, I have the most confident assurances of the cordial co-operation of the British authorities, at home and in the North American possessions, in the accomplishment of a purpose so sincerely and earnestly desired by the Governments and People both of the United States and Great Britain.

M. VAN BUREN.

WASHINGTON, June 20, 1838.

A number of Documents accompanied this Message, the contents of which may be generally inferred from the Message itself. The following report from the Secretary of War, however, is of sufficient consequence to be separated from the rest for publication :

DEPARTMENT OF WAR, June 19, 1838.

SIR: In relation to so much of the resolution of the House of Representatives of the 11th instant, as has, by your direction, been referred to this Department, I have the honor to state that, on the receipt of intelligence of the destruction of the British steamer *Sir Robert Peel*, orders were immediately issued to the commanding officer at Fort Niagara, to detach a portion of his force to Sacket's Harbor; and, shortly after, the disposable recruits at New York and Fort Monroe were ordered, part to strengthen that post, part to Plattsburgh, and part to Swanton, on the Vermont frontier; at the same time, measures were taken to employ a steamer, to be manned with a competent military force, for police purposes, on each of the lakes Erie and Ontario.

The Department having subsequently received information communicated by the Governor of the State of New York, that the disturbers of public order had taken refuge on a portion of the Thousand Islands, situated within the jurisdiction of the United States, where they were collecting arms and munitions of war, and engaged in fitting out hostile expeditions against Canada, Major Gen. Macomb was despatched to Sacket's Harbor, to take the command of the forces on the Northern frontier, with instructions to take prompt and vigorous measures to maintain our treaty stipulations, and to execute the laws of the United States, and especially to lose no time in directing operations against the lawless men, who, for the avowed purpose of committing depredations upon the territory of a friendly power, have stationed themselves on the Islands in the river St. Lawrence. The General has been since advised to station a guard of regulars at each of the ferries on the river, and at each port of entry on the lakes, in order to protect the persons and property of the subjects of Her Britannic Majesty from any further outrage; and there is reason to believe, from the character and

well earned reputation of that officer, that he will carry these instructions into effect to the extent the limited force under his command will permit, with promptness and energy.

With regard to the "concentration and movements of foreign troops on the Northern and Northeastern frontiers of the United States," the Department is not informed that the regular troops of Her Britannic Majesty have, as yet, been stationed along the frontier, as is believed to be the intention; that service appearing still to be performed by the volunteers and militia of Upper and Lower Canada—a force estimated, by competent judges, at about twenty-five thousand men. The regulars in the Canadas are ten regiments of the line of six hundred and fifty men each, to be carried up to fifteen regiments; two battalions of guards, eight hundred and fifty men each; two regiments of cavalry, each of three hundred men.

In New Brunswick and Nova Scotia, the regular force consists of five regiments of the line of six hundred and fifty men each. It is presumed that the usual proportion of artillery will be attached to the regular forces in these colonies, and in the Canadas, making an aggregate regular force of between fifteen and sixteen thousand men.

Very respectfully, your most ob't serv't.

J. R. POINSETT.

To the PRESIDENT OF THE U. S.

LAKE ARRANGEMENT.—The steamboat *Telegraph* has been chartered by the Government, and manned by a company of regular troops. She is to carry from three to five guns, and to cruise about the lake whenever any violations of neutrality or of the public peace are threatened. She will have a special eye to Johnson and his movements, who will doubtless soon find his situation alarmingly uncomfortable, placed as he will be, between two fires. It was the right of the *Telegraph* to be selected for this, as she now bears marks of hostile balls. She is a fine little boat, and for her power, is not surpassed for speed, by any steamer on the lake. Success to her efforts to preserve our faith inviolate, and to punish aggressions, from whatever quarter they may proceed.—*Rochester Daily Advertiser*.

CANADA.—Yesterday evening the celebrated Generals Sutherland and Theller, Col. Dodge, and seven others—all state prisoners, on their way to England, from whence they will be transported, arrived in town from Toronto, via the Rideau Canal, under the guard of a detachment of the Toronto Queen's Rangers, consisting of one Captain, two Subalterns, two Sergeants, and twenty-nine rank and file. They reached Lachine about 2 o'clock, and were shortly after removed from the steamer *Ottawa* into a batteau, which brought them to town through the canal. The two Generals and the Col. were cabin passengers from Kingston to Lachine, and were without irons. The other seven were chained in pairs, and exhibited a most wretched appearance—some of them appeared mere boys. Sutherland wore a kind of blanket, half military looking coat, and blue cloth cloak. He is a handsome man, with an intelligent but bad expression of countenance. Theller, who is a short, stout, impudent looking fellow, appears wholly unconcerned about his situation, and converses freely with every person who addresses him. Dodge has a handsome, but pale and dejected countenance. He wears a green shade over one of his eyes, which he lost at the time he was arrested.—*Montreal Courier*.

Sir John Colborne has put a stop, it is said, to the recruiting for the colored regiment in the upper province, and commanded that regiment to be removed from the frontier. He has also given orders for disbanding the militia, there being too many of

them whose object is to keep up the excitement, in order that they may be continued on pay.

Sir John speaks in the highest terms of the American army officers who have been stationed on the frontiers, and in his despatches to his government has passed high encomiums on Gov. Marcy. He is aware of the misdirected zeal excited by Sir Francis Head's rash measures, and has taken measures to curb it.

He declares that the most accurate and valuable information he has received, has been, and is, from American citizens on the frontier.—*New York Commercial Advertiser*.

GENERAL MACOMB.—That nothing may be wanting within its power to prevent collision on the frontier, the War Department has ordered the first officer of the army to take charge of the force which is drawn together to suppress the marauding parties on the Canada frontier, made up of disaffected Canadians, joined by a few outlaws from our side of the line. Whatever can be effected by the limited means which the various demands on our small army leave at the disposal of the Commanding General, will doubtless be done to crush the border banditti, whose sole object is that of plunder and revenge. It is possible, too, that the inciters of this gang may hope to produce by the predatory warfare a general hostile feeling on the frontier, which may lead to difficulties which the respective Governments may not be able to compose. To prevent such mischief, no one, we are confident, is better adapted than General Macomb.—*Globe*.

ANOTHER SEIZURE.—Capt. Homans, in command at Lewiston, has made another valuable seizure of patriot arms. Ninety stands, with bayonets, were found secreted in Hudson's tavern, six miles from Lewiston, on the Lockport road. They were principally English tower muskets, and U. States manufacture.

This indefatigable officer is preventing much mischief.—*Buffalo Com. Adver.* June 16.

Extract of a letter from a gentleman at Sacket's Harbor, N. Y., dated 24th June, to his friend in Washington:

"A detachment of regular soldiers is posted at Wattertown, to guard the prisoners now on trial for burning the Sir Robert Peel. But those men will escape punishment, for I understand that a majority of the jury are patriots' or sympathisers, and will not convict. You cry peace, peace, when there is no peace. The excitement is in no degree subsiding; but feeling on both sides of the line is becoming more and more embittered; men of property and standing come out, openly, and justify the outrage upon the Sir Robert Peel, and express a willingness to rescue, by force, the miscreants who perpetrated it from the hands of justice."

CANADA.

This day being the anniversary of Her Majesty's accession to the Throne, it was observed by the numerous ships of war in the harbor. They were all, particularly the Malabar, beautifully decorated with the flags of different nations, which after the flags of the United Kingdom, those of the United States of North America, France and the Lower Countries appeared most conspicuous. At noon, a salute of 21 guns from each of eight ships of the Royal Navy in harbor, gave some idea of a naval action. A Royal salute was also fired from the citadel.—*Quebec Gazette*.

The Hon. Lt. Col. Grey returned to town yesterday morning, from his special mission to Washington. It is understood that the answers and assurances he has received from the United States Government are highly satisfactory.—*Montreal Courier*.

The British fleet, now on the North American station, at Quebec and Halifax, together with that which has been ordered to rendezvous at Bermuda, is composed of 32 vessels, ships of the line, frigates and small steam frigates, and carries 1160 guns, 10,210 men.

The British ship of war Jupiter, from Cork, arrived at Halifax previous to the 16th ult., having on board the 23d Welsh Fusileers, under the command of Lieut. Col. Ross.

THE CYANE.—This beautiful sloop of war lies at anchor in the stream, ready for sea, and will probably sail the first fair wind. We enjoyed the gratification of a visit on board of her on Tuesday. She is, in the judgment of those who have better means of judging than ourselves, one of the finest vessels of her class belonging to our navy. Her model may almost be said to be perfect, and the accommodations which her construction affords to her officers and men, are nearly equal to those afforded by a frigate. Some very excellent improvements have been made in various parts of the vessel, calculated to promote the comfort and health of the crew and to lighten the burden of their labor. The construction and finish of the cabin officers' quarters, are perfectly neat, without any useless expense, or more useless show. She will be an honor to our country, and creditable to our skill in naval architecture, wherever she may go.

She has a set of excellent officers attached to her, who are good seamen and fine "whole soul'd fellows." By their politeness we were shown the various parts of the ship, and witnessed the several improvements to which we have alluded. We have no doubt she will prove a fine vessel, worthy of her gallant officers and her "Yankee crew." A pleasant voyage, good fare, and safe return to their country and friends, is the wish of at least "some of our first men."—*Boston Gazette*.

The ship Cyane, Commander Percival, sailed from Boston, on Sunday, 24th ult., for the Mediterranean.

Capt. EDWARD FANNING has published a volume of Voyages to the South Seas, Indian and Pacific Oceans, China Sea, North West Coast, Feejee Islands, South Shetland, &c. Captain Fanning made these voyages thirty years ago, and the discoveries that have since said to have been made, are well known to him. The book is well calculated to give credit to whom credit is due, and to strip from others praises which they have improperly received.—*New York Express*.

FOREIGN INTELLIGENCE.

UNITED STATES CONSULATE, }
Island St. Helena, 28th April, 1838. }

A report having lately obtained circulation abroad prejudicial to American interests, that the vessels under that flag have to pay a heavy expense by way of port charges, &c., on anchoring at this place; I deem it my duty to make it publicly known, that vessels of the United States are allowed the same facilities, privileges, and advantages, as those of any other foreign nation in respect to duties; and in regard to port charges for anchorage, &c., are placed upon the same footing as British ships.

If a vessel enter the port without anchoring, and take neither water nor other supplies, and land no goods, she pays nothing; and persons may land and leave or take letters. But otherwise she pays a clearance fee of 8s. 6d., or \$1.96.

If she take water, for every 8 bbls. 3s., or 70 cts.

If she employ a Government launch, capable to carry 60 to 80 bbls., the hire per diem is 23s. 6d., or \$5.43.

Or she may take water in her own boat free of this charge for hire.

If she land goods at the Crane, for each launch or boat bringing them for that purpose she will pay 5s., or \$1.16.

If she land goods, an Entry Fee to be paid of 5s., or \$1.16.

The charges are paid at the Custom House by *British* as well as *American* and *all other vessels*. The safety and facilities of this port are too well known, to admit of any recommendation from me.

WM. CARROLL,

U. S. Consular Commercial Agent.

N. B. Editors of newspapers are respectfully invited to give occasional publicity to the foregoing.

Commodore Porter, the *Chargé d'Affaires* of the United States, in Constantinople, sailed from Smyrna on the 14th May in the brig *Niger*, accompanied by his son and his nephew, Mr. Porter, the American Consul in Turkey. This diplomatist, says the *Smyrna Journal* of the 21st ult., is going to spend some months in Boston, in virtue of a leave of absence he demanded and obtained for the recovery of his health. Mr. J. P. Brown, drogoman and secretary of the legation, is to direct the affairs of the mission and consulate in the absence of the Commodore and his nephew.

M. Garavini, the former Consul of the United States in Algiers, arrived a few days ago in Marseilles, on his way to Naples. This gentleman who has been brutally dismissed from his functions by the French Government, without yet knowing the cause of its displeasure, was authorized to land in Marseilles only on condition that he should not proceed to the interior of France, and that he should embark on the first vessel sailing for Naples.

THE CAPTURE OF FIVE SLAVE VESSELS.—The *Bermuda Gazette* of the 29th of May contains a notice of the arrival at Hamilton of her Majesty's ship *Pearl*, commanded by Lord Paget, having in charge two slave vessels captured by the *Pearl*, towards the close of April—one was the brig *Diligent*, captured after a chase of sixteen hours. She had on board *four hundred and eighty slaves*, besides a crew of forty-five men—forty of the poor slaves had died on the passage. The other was the *Opposition*; and captured the same day. She had, however, previously landed her slaves on the south side of Cuba.

Another slaver, the brig *Camoens*, with *five hundred and eighty slaves*, had been captured by the British armed schooner *Sappho*.

The *Journal of Odessa* says:—"A squadron of four ships of war of 84 guns, three frigates of 60 guns, two brigs, and two armed steamers, are taking on board in our port a corps of picked men for Sebastopol, to go from thence into Asia. This squadron is afterwards to be reinforced by three vessels of the line, two frigates and four brigs, and placed under the command of Vice Admiral Oumanets; it will then go towards the Dardanelles, to watch the movements of the French, English, and Turkish fleets. The regiments of Cossacks of the Black sea have been placed on the footing of regular cavalry, incorporated in the army of the Black Sea, and sent upon the frontier of Kars."

The French regiments now collecting on the Belgian frontier are 3 regiments of light infantry and 11 regiments of the line, in all 42 battalions; cavalry, 4 regiments of chasseurs; 4 regiments of dragoons and 2 regiments of hussars; in all 30 squadrons. 6 batteries of artillery and engineers, and a battalion of sappers and miners. The greater number of these troops have already arrived at Ghivet, Thionville, Manbeuge, Bouillon, Sedan, Avsnes, Quesnoy, Valenciennes, Lille, and Metz.

A Buenos Ayres paper of April 21 has been received by the editors of the *New York Journal of Commerce*.

The blockade continued. The French Admiral had extended the time of the departure of the foreign merchant vessels actually in port, till the 15th of June.

The blockading squadron before Buenos Ayres consisted of the corvettes *Camille* and *L'Expeditive*, and brigs of war *Dassas* and *Alerte*. No merchant vessel was permitted to enter. Even wood vessels were turned back.

ARMY.

OFFICIAL.

GENERAL
ORDERS,
No. 20.

ADJUTANT GENERAL'S OFFICE,
Washington, July 2, 1838.

A Board of Officers will assemble at Washington, D. C. on the 16th of July, 1838, for the purpose of considering such subjects relating to the Ordnance Department as shall be submitted to it.

The Board will be composed as follows:

Brevet Brig. Gen. J. R. Fenwick, Col. 4th Artillery.
Lieutenant Colonel G. Talcott, Ordnance Department.
Brevet Major J. Erving, 4th Artillery.
Brevet Major R. L. Baker, Ordnance Department.
Captain A. Mordecai, Ordnance Department.

BY ORDER:

ROGER JONES, *Adj't. Gen.*

SPECIAL ORDERS.

No. 40, July 2—Leave of absence for benefit of health to Capt. J. D. Searight, 6th Infy., until 1st of October.

Capt. J. Bradley, 2d Infantry, to join his company at Hancock Barracks.

MEMORANDA: The name of Cadet Rowley S. Jennings was omitted (accidentally) in "G. O. No. 18," announcing promotions and appointments. It should have followed that of Cadet Milton A. Haynes, under the head of 3d regiment of Artillery, and read, "24. Cadet Rowley S. Jennings, to be Brevet Second Lieutenant, 1st July, 1838."

All the graduates of the present year, appointed in the Dragoons, and 1st, 4th, and 6th regiments of Infantry, have been ordered to report for temporary duty to Major General Scott, commanding in the Cherokee country.

NAVY.

ORDERS.

June 26—Mid. J. S. Neville, Naval School, Norfolk.
Surgeon T. Dillard, Rendezvous, Philadelphia.
27—Carpenter D. Caswell, Navy Yard, do.
Mid. P. U. Murphy, do. Norfolk.
P. Mid. R. E. Hooe, do. Pensacola.
27—P. Mid. L. Stoddard, schr. Experiment, Coast Survey.
30—P. Mid. H. Gansevoort, Navy Yard, Norfolk.

APPOINTMENTS.

No. 1 Silas Holmes of Rhode Island,
No. 3 Edward H. Van Wyck of New York,
No. 3 Horace D. Taliaferro of Virginia,
No. 4 J. Howard Smith of Pennsylvania,
No. 5 John A. Guion of North Carolina,
No. 6 James McClelland of Pennsylvania,
No. 7 Samuel R. Addison of Ohio,
No. 8 Wm. B. Sinclair of Virginia,
No. 9 Samuel Jackson of North Carolina,
No. 10 James Jeffry Brownlee of New York,
No. 11 Joshua Huntington of Connecticut,
No. 12 Robert Banister of Virginia,
No. 13 John S. Whittle of Virginia,
No. 14 Augustus F. Lawyer of New York,
No. 15 Stephen A. McCreery of Virginia,

Acting Midshipmen, appointed since 1 Jan., 1838.

NEW HAMPSHIRE.	Gustavus V. Fox,	Jan. 12
Fred'k W. Colby,	Feb. 7	James Foster, Mar. 3
Benj. Pierce McNeil,	Mar. 3	RHODE ISLAND.
Charles Wm. Place,	Feb. 10	J. B. Creighton, Feb. 10
MASSACHUSETTS.		CONNECTICUT.
Edward Allen,	Jan. 22	George B. Bissell, Mar. 13
Charles Bertody,	Mar. 3	C. H. B. Caldwell, Feb. 27

To be Assistant Surgeons in the Navy from the 20th June, 1838.

NEW YORK.			NORTH CAROLINA.		
George M. Clark,	Feb. 10		John S. Maury,	Feb. 19	
D. R. Lambert,	Feb. 16		SOUTH CAROLINA.		
James H. Moore,	Feb. 10		Ed. A. Weyman,	Mar. 30	
John Matthews, Jr.,	Feb. 22		GEORGIA.		
Samuel Marcy,	Mar. 16		H. K. Davenport,	Feb. 19	
J. W. A. Nicholson,	Feb. 10		Ed. F. Tattnall,	Mar. 17	
Aug. W. Stebbins,	Apr. 25		ALABAMA.		
S. E. Woodworth,	June 16		Thos. G. Corbin,	May 15	
NEW JERSEY.			Charles W. Hays,	Mar. 12	
Wesley W. Bassett,	Mar. 9		LOUISIANA.		
Rich'd T. Renshaw,	Jan. 26		Alphonse Barbot,	Feb. 26	
PENNSYLVANIA.			Thos. L. Dance,	Mar. 12	
John C. Beaumont,	Mar. 1		MISSISSIPPI.		
Pierce Crosby, Jr.,	June 5		Robert Eagar,	Feb. 10	
Samuel Edwards,	Mar. 9		MISSOURI.		
Ed. Z. C. Judson,	Feb. 10		Newton Crisal,	June 15	
MARYLAND.			C. M. Fauntleroy,	Mar. 3	
Henry Ashton,	Feb. 10		TENNESSEE.		
John L. Nelson,	Mar. 10		W. A. McCroghan,	Mar. 2	
DISTRICT OF COLUMBIA.			Felix G. Mayson,	April 28	
Hezekiah Niles,	Feb. 10		KENTUCKY.		
VIRGINIA.			J. C. Richardson,	June 25	
Wm. B. Fitzgerald,	Jan. 30		OHIO.		
N. B. Harrison,	Feb. 27		Wm. G. Benham,	May 5	
Wm. H. Jamesson,	Mar. 17		Luther Martin,	Mar. 9	
Wm. Aug. Webb,	Jan. 26		Davis Ryan,	Jan. 25	
M. K. Warrington,	Jan. 30		INDIANA.		
			Lyman R. Law,	Feb. 15	

REVENUE CUTTER SERVICE.

REGISTER OF OFFICERS, CORRECTED TO THIS DATE.

Captains.			
No.	Names.	Date of Commis'n.	Vessel.
1	John A. Webster,	Nov. 22, 1819,	Taney.
2	Winslow Foster,	Mar. 28, 1821,	Jefferson.
3	H. D. Hunter,	Nov. 15, 1824,	on leave.
4	William W. Polk,	July 25, 1825,	Rush.
5	Nicholas Bicker,	Aug. 29, 1828,	Alert.
6	Daniel Dobbins,	April 4, 1829,	Erie.
7	Andrew Mather,	do.	Wolcott.
8	Wm. A. Howard,	Dec. 31,	Madison.
9	Farnfold Green,	May 16, 1831,	on leave.
10	Uriah Coolidge,	June 1, 1832,	Crawford.
11	Robert Day,	June 2,	Vigilant.
12	Joseph Gould,	June 11,	Gallatin.
13	Ezekiel Jones,	Jan. 4, 1833,	Morris.
14	Lewis Girdler,	June 2, 1834,	on leave.
15	Thomas C. Rudolph,	June 2,	Woodbury.
16	Philemon Gatewood,	Aug. 17, 1837,	Jackson.
17	Caleb Currier,	April 20, 1838,	McLane.
18	John Besse,	do.	Hamilton.
First Lieutenants.			
1	Michael Conner,	Sept. 25, 1823,	Erie.
2	Green Walden,	July 21,	Crawford.
3	Charles B. Childs,	May 31, 1831,	Madison.
4	Henry B. Nones,	June 2, 1832,	Jackson.
5	Josiah Sturgis,	June 4,	Hamilton.
6	Henry Prince, Jr.,	June 5,	Wolcott.
7	Josiah Murch,	Oct. 23,	Gallatin.
8	John Whitcomb,	Dec. 31,	Morris.
9	Richard Evans,	Jan. 1, 1833,	Taney.
10	Samuel P. Scott,	Jan. 3,	suspended.
11	N. L. Coste,	Jan. 4,	Campbell.
12	H. N. Tracy,	June 2, 1834,	Vigilant.
13	Wm. B. Whitehead,	June 11,	Rush.
14	John C. Jones,	April 7,	on leave.
15	Gay Moore,	Feb. 10, 1836,	Dexter.
16	Levi C. Harby,	July 5,	Woodbury.
17	Alex. V. Fraser,	Mar. 12, 1838,	Alert.
18	John J. Nimmo,	April 23,	McLane.
Second Lieutenants.			
1	Douglas Ottinger,	July 5, 1832,	Erie.
2	Charles Grover,	Jan. 1, 1833,	Gallatin.
3	Thomas Sands,	Jan. 3,	Taney.
4	Thomas Stoddart,	Jan. 5,	Hamilton.
5	Charles B. Beaufort,	Aug. 7,	Alert.
6	Francis Martin,	Aug. 12,	Madison.
7	Stephen Cornell,	Oct. 10,	Vigilant.
8	Joseph A. Noyes,	Dec. 18,	Crawford.
9	Peter Storer,	June 2, 1834,	Rush.
10	John McGowan,	July 11,	on leave.
11	James H. Roach,	July 12,	Morris.
12	Stephen Thatcher,	July 18,	Wolcott.
12	George Clark,	Feb. 10, 1836,	Jackson.
14	Wm. B. McLane,	do.	Campbell.
15	John Walker,	do.	Woodbury.
16	David M. Stokes,	Jan. 27,	Dexter.

17 John W. Hunter, Jr., April 13, 1837, Jefferson.

Third Lieutenants.

1	Thomas Osburne,	Oct. 10, 1833,	Jackson.
2	J. B. Fulton,	Dec. 18,	Taney.
3	George Berriman,	do.	Gallatin.
4	Arnold Burroughs,	do.	Crawford,
5	Richard Millen,	Mar. 31, 1834,	Dexter.
6	James Thompson,	April 24,	Wolcott.
7	Beverly Digges,	June 20,	Taney.
8	S. T. Williams,	July 11, 1834,	Morris.
9	Supply Clapp Foss,	Aug. 31, 1835,	Madison.
10	Blyden Hedge,	Jan. 4, 1833,	Rush.
11	James Morrison,	Feb. 9,	Jefferson.
12	Osmond Peters,	April 16,	Jackson.
13	John S. S. Chaddock,	June 24, 1836,	Alert.
14	John B. Meigs,	Mar. 21, 1837,	McLane.
15	Caleb Prouty,	April 8,	do.
16	Joseph Amazeen,	April 13,	Hamilton.
17	William Norris,	Aug. 21,	Vigilant.
18	Wm. H. Joyner,	Feb. 13, 1838,	Jackson.
19	Wm. W. Smith,	Feb. 24,	Woodbury.
20	Herman H. Greene,	Mar. 19,	waiting orders.

STATIONS OF THE CUTTERS.

Crawford,	Capt. Coolidge,	Eastport, Maine,
Morris,	Capt. E. Jones,	Portland, do.
Hamilton,	Capt. Besse,	Boston,
McLane,	Capt. Currier,	New Bedford,
Vigilant,	Capt. Day,	Newport, R. I.
Wolcott,	Capt. Mather,	New Haven.
Alert,	Capt. Bicker,	New York.
Rush,	Capt. Polk,	do.
Gallatin,	Capt. Gold,	Wilmington, Del.
Taney,	Capt. Webster,	Norfolk.
Dexter,	Lt. G. Moore,	Charleston.
Jefferson,	Capt. Foster,	Mobile.
Madison,*	Capt. Howard,	Coast of Florida.
Jackson,*	Capt. Gatewood,	Coast of Florida.
Woodbury,	Capt. Rudolph,	New Orleans.
Erie,	Capt. Dobbins,	Erie, Pa.

* The cutters Jackson and Madison have been ordered to return to their stations.

MARRIAGE.

At the residence of J. GALES, Jr., near this city, on Thursday evening last, by the Rev. Mr. HAWLEY, Capt. GEORGE DOUGLAS RAMSAY, of the U. S. army, to Miss ELIZA HENNEN, only child of the late Col. THOMAS GALES, of Louisiana.

In Charlestown, Mass., on the 19th inst., JAMES ALDEN, of the U. S. navy, to Miss SARAH ANN daughter of Dr. A. R. THOMPSON.

DEATHS.

At St. Louis, Mo., on the 1st inst., aged 4 years NICHOLSON NOEL, son of Capt. THOMAS NOEL, of the army.

At Fort Snelling, on the 4th May, of consumption, Corporal HENRY C. TURNER, of Bridgewater, N. Y., highly respected by his officers and fellow soldiers.

Near St. Louis, Mo., on the 9th ult., of scarlet fever, in the 5th year of his age, RICHARD, eldest son of Lieut. JOHN GRAHAM, of the navy.

In New York, on the 19th inst., ANNA CLYDE, eldest daughter of Lieut. W. A. THORNTON, U. S. A., aged 3 years and 5 months.

Departed this life on the 5th June, at Fort Crawford, Prairie du Chien, W. T., in the 22d year of her age, Mrs. GWIN THLEAN MCKISSACK, wife of Lt. W. M. D. MCKISSACK, U. S. A., and daughter of Lieut. Col. JOHN GREEN, U. S. A.

This event, preceded by an illness of about six weeks, is deeply afflictive to her attached relatives, and numerous friends. Distinguished for whatever is estimable in female character, or for amiableness and gentleness, for purity of mind, and for reverence for the principles and duties of revealed religion, her memory will be gratefully cherished by all who were acquainted with her worth.

Throughout life a model of virtue, in death she proved the efficacy of Christian faith, and enjoyed the consolation of Christian hope.

At the U. S. Ordnance station, Charleston Neck, on the 5th ult., JAMES CLARENDON, youngest son of Major W. L. POOLE.